

A.C.&Y. H.S.

News

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AC&Y's "4427's"

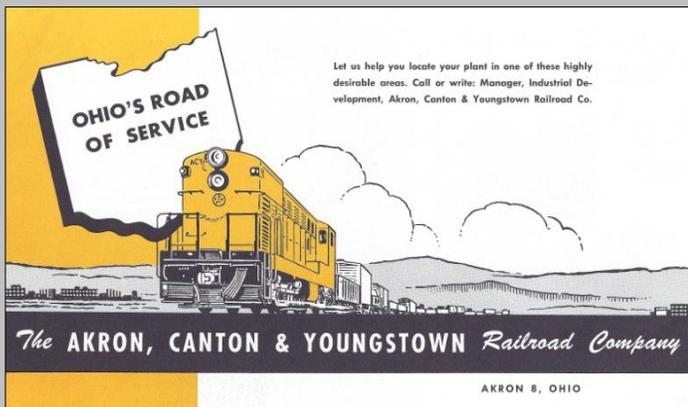
Pullman-Standard's early low side covered hoppers



PLUS,

Coal Dealers along the AC&Y

Official Publication of the Akron, Canton & Youngstown R.R. Historical Society



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Front cover: PS-2CD covered hopper AC&Y 439 was spotted at Brittain yard in late 1979. Ordered in April 1964 for online grain traffic, number 439 was returning west, assigned to the agent at Carey. The historic significance of AC&Y's Pullman-Standard 4427 cubic-foot (cuf) capacity "Jumbo LO's" is just now emerging. **Bob Lucas**

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Editorial

From Bob Lucas . . .

This issue covers the Spring, 1964 acquisition of twenty high-capacity covered hoppers, the AC&Y's initial ground breaking purchase of so-called "Jumbo LO's".

During the late 1950's and early 1960's, the U.S. railroad industry was engaged in a systemic transformation. Consolidations and mergers were commonplace. Many better known Class I carriers disappeared overnight. Aggressive truck and pipeline competition were harbingers in a steady decline in modal market share where the railroads were once dominant. The space race, beginning with launch of Russia's Sputnik I in 1957, gave birth to rapid technological advances including railcar construction.

Another "space race" (in a literal sense) was occurring within the railcar manufacturing industry. Shippers were quick to see their delivered freight costs (per unit) decline with larger freight cars. In particular, grain shippers increasingly abandoned the time-honored 40-foot "XM" boxcar for grain shipments in favor of new high capacity specialty design covered hoppers. The race was on to develop new high capacity "Jumbo" equipment. The AC&Y's management, seeking shipper support for the N&W merger, was well-attuned to this trend.

We hope to publish an "ACY Modeler" article describing accurate modeling of AC&Y's "4427s" in HO scale by modifying the Walthers and ExactRail™ cars.

Also, featured in this issue is a pictorial of AC&Y served coal dealers. Less than a century ago, coal was the predominant means of home heating. There were more than one-hundred coal dealers in greater Akron. Most were served by the AC&Y and A&BB. Often family owned, the coal yards were conveniently located so customers could select the grade they preferred (hard coal/anthracite or soft coal). Moving west from Akron, every station along the AC&Y-Northern Ohio also had at least one coal dealer.

Society Book

From the Publications Editor . . .

In early April 2015 Morning Sun Books released of our much anticipated AC&Y-A&BB book publication, the culmination of a two-year effort by a dedicated team of AC&Y-A&BB enthusiasts. The book is still available with a pre-arranged AC&YHS discount through Chuck Macklin at www.railroadbooks.biz. Morning Sun books are held to the highest standards. All will be pleased with the 128-page publication outlining the captivating history of the AC&Y and A&BB supported by numerous never-seen-before color images. Many rewarding comments and reviews have been received to date.

AC&Y's "4427's"

Pullman-Standard's early low side covered hoppers



Above: Representing the road's first twenty "Jumbo" covered hoppers, AC&Y 422 was staged for photos at the Pullman-Standard plant in Butler, Pennsylvania in July, 1964. The newly acquired cars were series AC&Y 420-439. *Jim Kinkaid*

On October 16, 1964, the expansion of the Norfolk and Western became effective. Added to the N&W system were the Wabash, Nickel Plate/W&LE, AC&Y, Pittsburgh & West Virginia and the Sandusky line of the Pennsylvania. The purchase of the AC&Y was actually agreed upon in the fall of 1961 after lengthy negotiations. The N&W would pay \$6.5 million. While the identities of the other roads vanished after the N&W merger, the AC&Y remained an autonomous entity. Why? The N&W saw the AC&Y as a well-managed, locally owned and operated railroad that held the dominant share of the Akron freight market with many loyal customers.

To win the support of online shippers, AC&Y purchased 600 new boxcars and 100 new covered hoppers, plus adding some 600 open hoppers for stone traffic. The N&W also upgraded much of the AC&Y from Akron to Carey. At the time of the N&W merger, there were 415 AC&Y employees, 10 cabooses, 18 diesel locomotives counting four leased and 1,951 revenue freight cars including 1,126 leased. Principal commodities were coal, stone and manufactured products, namely rubber goods.

AC&Y's significant commodity handlings included Products-of-Agriculture, also a major traffic source for predecessor, the Northern Ohio Railway. Various grain traffic originated from online elevators and co-operatives including facilities at Rimer and Rushmore, Williams Farm Elevator at Vaughnsville, Pandora Milling at Pandora, a large farm elevator (Heritage Co-Op) at Jenera, Farm Bureau Exchange (Landmark) at Mt. Blanchard, Sycamore Grain (later Pillsbury), Farmers Exchange at New Washington, smaller elevators at Lykens, Chatfield, Litchfield, Sharon Center and Farmland Co-Op at Medina.

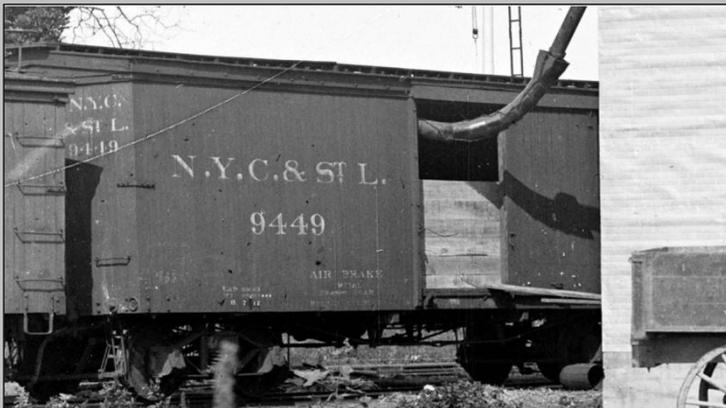
North and West Central Ohio is blessed with rich soils and a mild climate conducive to the growing of various grains. West of Bluffton to Delphos, AC&Y ran though the fertile Great Black Swamp. Nearby grain milling and soybean processing plants were located at Fostoria, Toledo and Bellevue in addition to large mills located farther east, namely Buffalo.



Above: A common scene along the granger portion of the AC&Y west of Akron, an F-M multiple is switching Pandora Milling at Pandora. Forty foot “XM” boxcars outfitted with grain doors were utilized exclusively for grain traffic until the early 1960’s (and later) when high-capacity “Jumbo” covered hoppers were introduced. *AC&Y HS Archive*

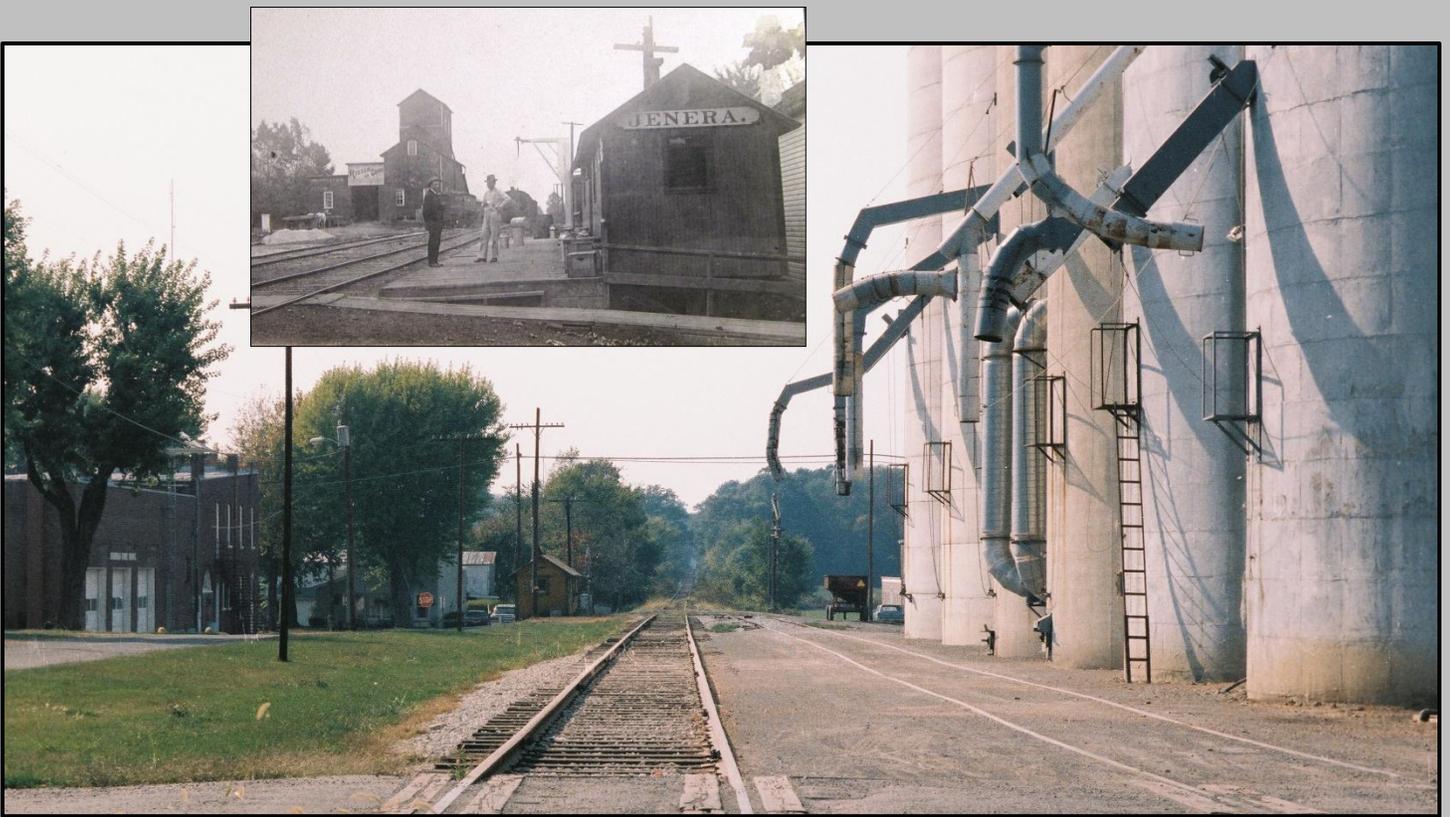
AC&Y’s 1955-56 traffic data yields insights, confirming use of 40’ boxcars for grain traffic. Average grain lading weights then were substantially below the 70 to 100 ton capacities for later “Jumbo” covered hoppers. >

Shippers, origins and destinations are not in the data. Differences in \$ revenue-per-car suggest longer AC&Y hauls east to offline markets. Rice traffic likely did not originate online, but was handled as received traffic from Rice growing regions via western connections.



Above: Boxcar grain loading with grain doors. *Ray Breyer*

Average of AC&Y’s 1955-56 Grain Shipments			
Grain Type	Carloads	Lading Tons / Car	\$ Revenue / Car
Wheat	386	53.2	\$105
Corn	404	51.8	\$95
Oats	75	39.7	\$70
Barley & Rye	22	52.2	\$83
Soybeans	209	53.1	\$101
Beans & Peas	30	34.7	\$43
Rice	61	42.3	\$124
Agriculture, nos	135	23.5	\$45
"nos" = not otherwise specified			



Above: This lonesome view looks west along the AC&Y at Jenera (M.P. 36.1) a few years before the west end of the AC&Y was abandoned in December, 1982. Visible are the large grain load out facilities which generated hundreds of revenue loads. The complex, no longer rail served, is now Heritage Co-op. The insert looks east ca 1915-20. **Bob Lucas**



Left: In the early W&LE era, after the AC&Y was sold by NS to Wheeling Acquisition, train 571, led by a trio of SD-40's, grinds past the New Washington Exchange silos with an empty stone train destined Carey. The black grain loader generated many unit export grain trains for AC&Y in the post-merger years. The great scene was captured in November, 1994. **Frank Novak**



Left: A Pandrol-Jackson (ex-Speno) rail grinding train glides by the Litchfield elevator headed toward Spencer in a probable repositioning move. This mid-1990's view shows the Litchfield elevator, which had ceased rail shipments in 1970. The four concrete silos were erected in 1947 to hold increased wheat harvests. **Frank Novak**

Being a resourceful, customer-focused railroad, the AC&Y was no stranger to acquiring specialty covered hoppers (LO's). In 1942 and again in 1947, the road purchased nearly identical 70-ton two-bay cars from American Car & Foundry (ACF) for soda ash traffic from PPG in Barberton. In 1951, twenty 70-ton covered hoppers were acquired for bulk lime at Carey. Built by Greenville, these high capacity 3000 cuf four-bay 70-ton cars of riveted construction were very similar to the so-called "Erie Dunmore's". Thirty smaller 2003 cuf cars also came from Greenville in 1951. In 1959, twenty 70-ton 2003 cuf "LO's" were leased from North American Car for soda ash and lime traffic. A story covering these "NAHX" cars was published in the Summer 2003 issue of AC&Y HS News. As of January 1960, the AC&Y roster listed 113 "LO's", all 70-ton capacity. Two cars had been retired, likely lost to accidents. >

Although no longer in business by its familiar name, the Pullman-Standard Company was well known for the design and manufacture of the various freight and passenger cars. Pullman merged with Wheelabrator Corporation in 1980 and a year later spun off its surviving freight car manufacturing operations and patents to Trinity Industries.

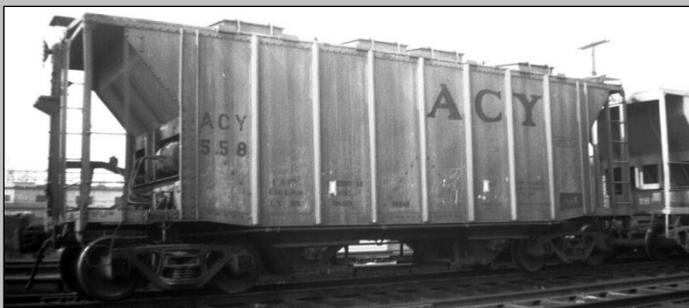
Pullman-Standard's chief rival was American Car & Foundry (ACF). Both firms were innovators in early covered hopper designs. The ACF two-bay 1892 cuf and later 1958 cuf 70-ton covered hoppers became the de facto standard for other manufacturers. These two-bay cars were engineered to carry dense bulk commodities such as cement, alumina, clay, salt sand, talc and soda ash. By the early 1950's, nearly every Class I railroad had similar 70-ton two-bay "LO's" on their rosters.

Meanwhile, grain traffic continued to be hauled in 40-foot 50-ton boxcars. As grains are comparatively light, even the largest covered hoppers of the time could not be loaded to the full weight capacity of the car before "cubing out". Such inefficiency ruled out grain traffic. However, new arc welding manufacturing techniques were allowing car builders to design greater cubic capacity cars. Pullman-Standard and ACF were leaders in advancing these technologies in the early 1950's and became the principal builders of high capacity "LO's".

Pullman-Standard's three-bay version of the successful PS-2 two-bay design was introduced in 1953, increasing capacity from 1958 to 2893 cuf. Pullman continued to develop higher cubic capacity 70-ton covered hoppers for lower density commodities. By the early 1960's, growing export grain markets, aging boxcar fleets and higher labor costs combined to make large covered hoppers more attractive for general grain service nationwide.

Pullman introduced an engineering achievement, a 90-ton malt grain car with a 4000 cubic foot capacity, in 1962. They looked like a taller version of the previous designs, except for one key difference. Whereas earlier cars used paired hoppers and outlets on either side of the center sill, the 4000's featured a single hopper and outlet for each compartment. The center sill passed through the hopper resulting in substantial operating and maintenance savings. The improved design was called PS-2CD, for center discharge. The 4,000 cuf covered hoppers featured 11 side ribs, wide panel spacing between the ribs and an interior length of 46 feet. With only 1,764 examples delivered, manufacture of the PS-2CD 4000 concluded in 1964 when Pullman introduced a new specialty grain car: the 100-ton 4,427 cuf PS-2CD.

Left: AC&YHS Archive, Montford Switzer, Howard Ameling collection, Bob Lucas collection



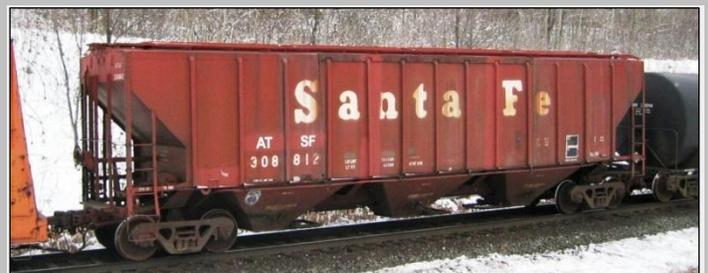
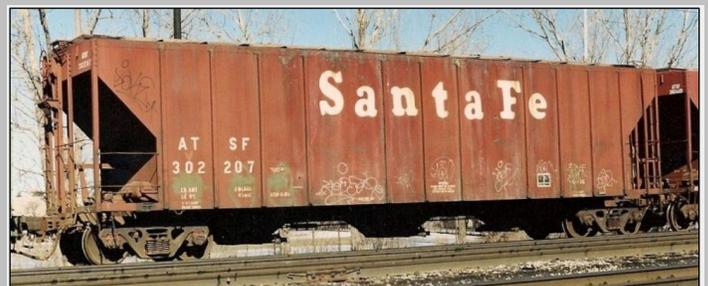


Above: Another great “B-end” view of AC&Y’s PS-2CD 4427 covered hopper number 422. *Courtesy Jim Kinkaid*

In late 1963, Pullman introduced a slightly longer and wider general purpose grain car, the 100-ton 4427 cuf PS-2CD. The earlier 4000 cuf “LO” had an interior length of 46’-0” while the 4427’s stretched the design to 49’-6”. The PS-2CD 4427 design was a huge immediate success! Both the railroads and grain industry quickly adopted “Jumbo” covered hoppers. The ubiquitous 40-foot boxcar, however, would continue to haul bulk grain on many granger lines with lighter rail weight restrictions.

Pullman would build over 19,300 cars, a ten-fold increase over its smaller predecessor. Eighteen railroads operated the 4427’s including the AC&Y, AT&SF, B&M, C&NW, CGW, D&RGW, DT&I, IC, KCS, MILW, MKT, MN&S, NP, RI, SLSF, SOO, UP and WM. The Santa Fe alone purchased the largest block of 7,500 cars. Numerous grain co-ops, private owners and large milling firms purchased or leased cars directly from Pullman (Transport Leasing Division), beginning a trend which endures today. In addition to grain, the 4427’s also found use for other products including salt, clay, phosphate sand other medium-low density minerals and materials. Private operators of the 4427’s included The Anderson’s, Carborundum, Federal Bentonite, Quaker Oats, Pillsbury, Central Canada Potash, Cargill, ADM, Louis Dreyfus, Olin Corporation, Tabor and IMC.

In late 1966, Pullman substantially redesigned the 4427 by raising the side sills to reveal more of the hoppers, adding two additional ribs on the side sheet, thus eliminating the wide panels. This version of the PS-2CD 4427 became the “high hip” or “high side” design whereas the early 1963 design cars were “low hip” or “low side” 4427’s. Examples of both 4427 designs are shown below.



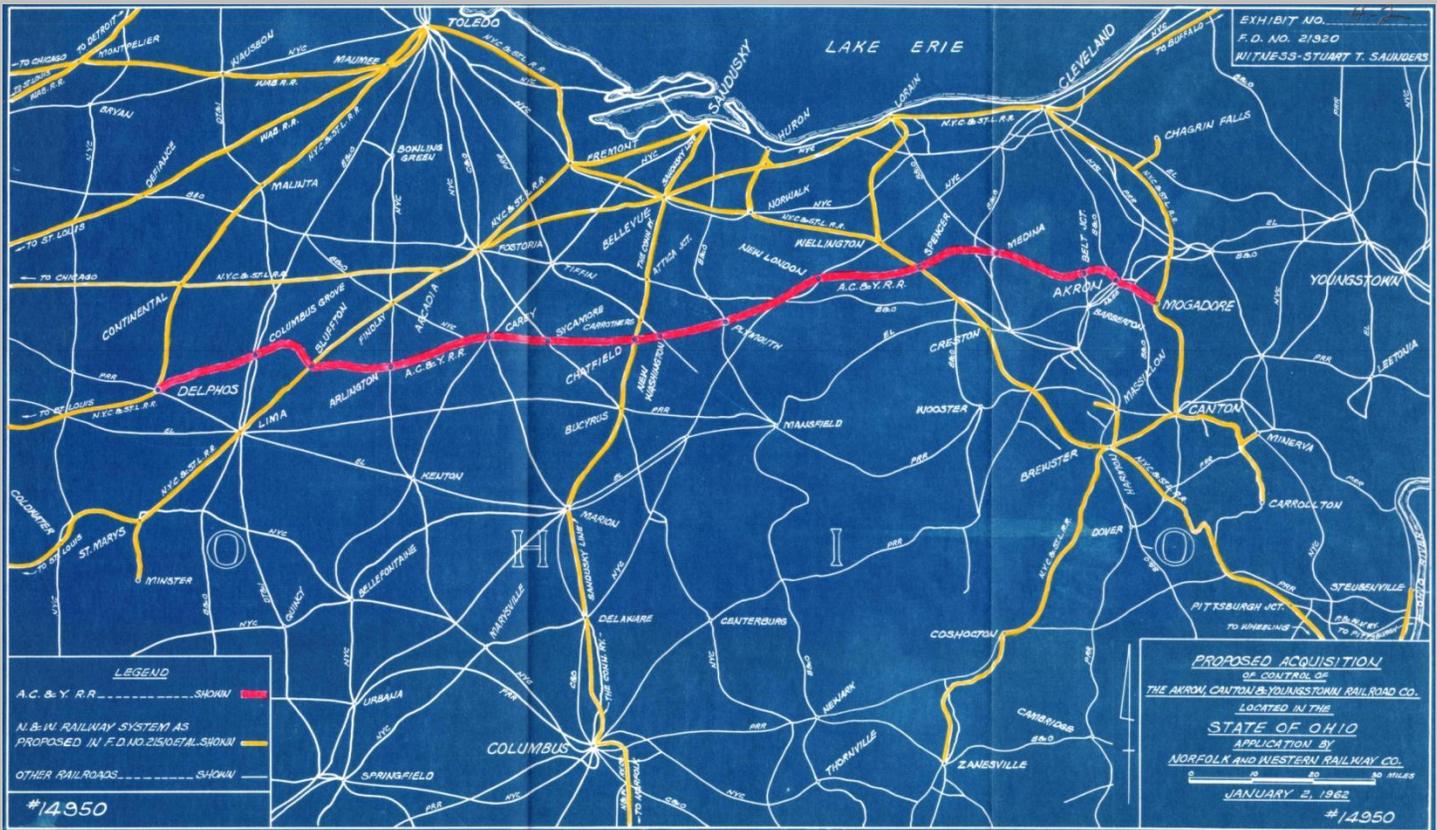
At the time of the AC&Y acquisition by the N&W in the early 1960's, the ICC (Interstate Commerce Commission) had jurisdiction over railroad mergers. This responsibility was passed to the Surface Transportation Board (STB) in 1996. The fundamental rule in merger applications among Class I railroads is that the proposed consolidation must be shown to be in the "public interest". Railroad mergers were (and still are) complex, time consuming undertakings. For two rail carriers to meet amicably at the altar, the parties involved must satisfy a litany of groups with vested interests.

In the early 1960's N&W merger transaction, there were some thirteen separate railroad unions alone to placate. Then, there were investors (insurance companies were typically major railroad shareholders), creditors (banks, mortgage trusts, leasing companies), communities served (particularly vexing if there are overlapping facilities), local, state and federally elected officials, tax and legal issues for each state, new rates, routes and divisions of revenue to apply and, most importantly, the ICC, plus shippers and customers. All groups must be convinced that a proposed merger is in their best interest. The merged entity must assure competition is maintained and that no railroad not included in the merger is adversely affected.

AC&Y was the proactive merger advocate in negotiations of early 1961. Other than access to the lucrative Akron freight market, N&W saw only marginal value in adding the AC&Y to their system. The NKP, WAB and P&WV were much larger railroads who simply took the focus away from the AC&Y. AC&Y would add route redundancy in Ohio. On the other hand, N&W could ill afford a protest filing by any railroad. When AC&Y saw it would be surrounded by new single lines, it came close to petitioning the ICC for inclusion. The N&W made a generous offer to purchase the road for \$7.5 million.

With a deal in hand, the AC&Y sought to secure shipper support. AC&Y's customers included many Fortune 500 companies who must be satisfied with the merits of the AC&Y merger into the N&W System. In particular, firms directly served by AC&Y demanded reliable up to date freight equipment and other infrastructure upgrades. Satisfying the Akron rubber customers and stone producers at Carey was particularly critical.

Little is known of AC&Y's grain shippers, all relatively small firms. It is believed the primary markets for AC&Y grain traffic were the livestock feed suppliers in upper New England and New York, plus various milling operations in Buffalo and Toledo.



Above: This map shows the relationship of the AC&Y (red) to the greater N&W System (yellow) in the 1964 merger. The N&W system created new markets for AC&Y grain shippers who utilized AC&Y-N&W direct routes. It is reported new export markets opened for multi-car grain shipments via the Port of Norfolk. The AC&Y would connect directly with N&W at Delphos, Bluffton, Chatfield, Spencer and Mogadore. *AC&YHS Archive*



Above: A “B-end” view of AC&Y 422. *Jim Kinkaid*

Soon after accepting the N&W purchase offer in 1961, the AC&Y’s commercial officers worked to win shipper support. The scenario presented for AC&Y’s grain shippers is based on a probable series of events. An unknown fact revealed in researching this story is that there were actually two acquisitions of PS-2CD 4427’s. >

Covered under AFE-988, these are summarized as:

Purchase order No. 127724 dated March 20, 1964
 Ten (10) – 100-ton covered hoppers – 4427 cuf –
 Hatch type roof - \$13,866.24 each – FOB Butler, PA
 420-429 series – Delivery required – July 1964

Purchase order No. 127948 dated April 13, 1964
 Ten (10) – 100-ton covered hoppers – 4427 cuf –
 Hatch type roof - \$13,866.24 each – FOB Butler, PA
 430-439 series – Delivery required – November 1964

It is surmised that negotiations were taking place with two or more online grain shippers who could influence the ICC. While volume commitments with rebates were not allowed until passage of the Staggers Rail Act of 1980, assurances were sufficient for the AC&Y to invest more than \$250,000 in new “Jumbo LO’s”. The AC&Y cars were among the first 4427’s to be delivered, and the first ordered by any eastern U.S. railroad.

Most of AC&Y’s 4427’s were retired in the early 1990’s. Four cars appear in January, 1991. Two cars were still in service in July, 2000. A few cars were sold to new short lines created by rationalization of Norfolk Southern.

To support increased grain traffic after the merger, the AC&Y purchased three groups of Center Flow tm covered hoppers from ACF Industries. These roster additions were twenty each 4460 cuf cars in 1965, 4600 cuf cars in 1966 and 4650 cuf cars, also in 1966. Many of these appear in Ralph Schiring’s study of circa 1968 New Washington stations records, assigned to Equity Elevator. Bulk corn destinations include Cargill, at Buffalo, H.K. Webster at Lawrence, MA and Rockland, Maine. Bulk wheat destinations include Lansing Grain, Cargill and National Biscuit at Toledo, all routed AC&Y-Delphos-N&W.



Above: AC&Y PS-2CD 435 was photographed at Doraville / Chamblee (Atlanta), Georgia in 1995. *Bob Lucas*

Coal Dealers along the AC&Y

Less than a century ago, coal was the predominant means of home heating. There were more than one hundred retail coal dealers in greater Akron. Most were served by the AC&Y or A&BB. Often family owned, the coal yards were conveniently located so customers could select the grade they preferred (hard coal/anthracite or soft coal) in various “lump” sizes. Moving west from Akron, virtually every station served by the AC&Y-Northern Ohio also had at least one retail coal dealer. Below is a pictorial with captions for many of the local coal yards.



Above: The Jennings Brothers coal yard and service station appears in this image by the late Bob Richardson, with Class L-1 switcher 37 handling a transfer run. It was taken from the Brittain Road bridge very near East Market Street. Jennings survives at the same location as a full-service heating, cooling and electrical contractor. *Bob Lucas collection.*



Above: The Central Coal Company track and yard appear at North Main Street in 1947. *AC&Y HS Archive*



Above: An unknown coal dealer was at the end of Spur 3 in East Akron by the AC&Y freight house. *AC&Y HS Archive*



Above: The R. (Russell) Klein Company coal truck and office are pictured at an Akron location believed to be Case Avenue. The image relates to an accident investigation and was taken by the company photographer. *AC&Y HS Archive*



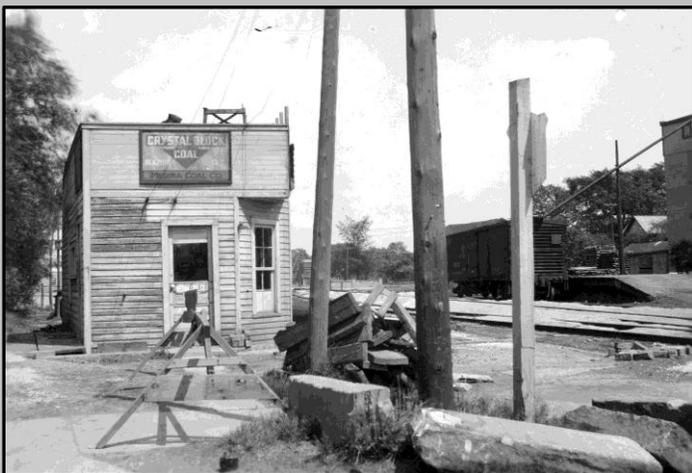
Above: The Mower (maybe Mowher?) Coal Company yard is pictured at an unknown location believed to be near the B&O interchange between Case Avenue and Hazel Street in East Akron. *AC&Y HS Archive*



Above: At Spencer, where the AC&Y connected with the W&LE/NKP, the feed and supply firm provided local customers a source of retail coal in various grades. Spencer Feed & Supply remains today in an adjacent building. Unfortunately, the handsome storage elevator pictured at the left burned to the ground in 2014. *John Beech*



Above: A coal yard owned by Carl Dienstberger was active in August 1971 at milepost 0.0 in Delphos where the AC&Y connected with the Pennsylvania Railroad. The track at the far right is the NKP (Clover Leaf) which ran parallel to the AC&Y along Washington Street. The late Dr. Bill Moore captured this scene with separate images. *AC&Y HS Archive*



Above: Shown are three undated views of the Medina Coal Company yard served by the AC&Y. The yard was located on the east side of South Court Street. This coal dealer was active for many years dating to the construction of the PA&W (AC&Y predecessor) through the village of Medina in 1895. The yard was updated as new unloading technologies were introduced. A second similar coal dealer was located on the southwest side of Court Street. *AC&Y HS Archive*



Above: An early image of the J.P. Loomis Coal & Supply Company yard entrance at Newton Street in East Akron. As coal demand dwindled, many dealers reinvented themselves into construction firms or became suppliers of other materials. As the photo is undated, it is unclear if J.P. Loomis Coal later became the J.P. Loomis Concrete & Supply Company (organized 1916) or if the coal yard was a separate entity or a predecessor. *AC&Y HS Archive*



Above: Two retail coal dealers appear in this ca 1930's view at the far east end of Brittain yard. The dangerous grade level crossing of Darrow Road led to construction of a new Route 91 bridge over the AC&Y. *AC&Y HS Archive*



Above: Little is known about the coal yard located on the AC&Y at North Hawkins near Fairlawn. The track lead left serviced a substantial raised concrete trestle. Remnants of this facility are still visible. *AC&Y HS Archive*



Above: The West Hill Coal Company was located just west of downtown Akron at Silver Street. The interesting wood trestle was still in service as late as 1980, though likely was used for limestone. At least three other coal dealers were located at or near Silver and North Streets in West Akron. *Bob Lucas*